Development of civil aviation in Gujarat, Maharashtra and Goa

2506. SHRI GOPALSINH G. SOLANKI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the details of schemes for the development of civil aviation plan to be implemented in Gujarat, Maharashtra and Goa States during the Eighth Five Year Plan;

(b) the amount granted by the Union Government for the development in the region during the above plan period so far, scheme-wise; and

(c) the details of development works in this regard undertaken in the region so far during the above plan period ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (c) The details of scheme proposed to be implemented for the development of civil aviation in Gujarat, Maharashtra and Goa States during the Eighth Five Year Plan are at Statement (*See* below). No budgetary support has been provided by the Union Government to National Airports Authority (NAA) and International Airports Authority of India (IAAI) in respect of schemes undertaken by them in Gujarat, Maharashtra and Gao during the Eighth Five Year Plan. All the expenditure is to be met by NAA and IAAI out of their own resources.

Statement

I. *National Airports Authority*

Station Name	Scheme/Facility
Goa . . .	(a) Construction of new International Departure Block and expansion and modification to existing terminal building.
	(b) Shifting of Guard room and construction of approach road.
	(c) Resurfacing of helipad.
	(d) Expansion of apron.
	(e) Construction of Quarters.
	(f) Installation of Doppler Very High Frequency Range (DVFR)*
	(g) Installation of High Power Distance Measuring Equipment (HP DME).
	(h) Installation of Automatic Massage Switching System (AMSS).
	(i) Installation of two X-Ray Baggage Inspection System (XRBIS).
Maharashtra	
1. Aurangabad . .	(a) Extension and strengthening of runway and associated pavements.
	(b) Air-conditioning of Departure holding Area—Terminal Building.
	(c) Installation of X-Ray Baggage Inspection System.
	(d) Installation of Instrument Landing System.
	(e) Installation of Doppler Very High Frequency Omni Range (DVOR).
	(f) Installation of Low Power Distance Measuring Equip- (LP DME).
2. Nagpur . . .	(a) Construction of new Terminal Building.
	(b) Resurfacing of runway.
	(c) Installation of X-Ray Baggage Inspection System.
	(d) Installation of ILS.
	(e) Installation of LP DME.
	(f) Installation of HP DME.
	(g) Installation of DVOR.

Statement—contd.

Station Name	Scheme/Facility
3. Pune . . .	(a) Installation of DVOR. (b) Installation of HP DME.
4. Bombay . . .	(a) Installation of Airport Surveillance Radar (ASR). (b) Installation of Air Route Surveillance Radar (ARSR). (c) Installation of Secondary Surveillance Radar (SSR) with each of (a) & (b). (d) Installation of 3 Nos. ILS. (e) Installation of 3 Nos. LP DME. (f) Air Traffic Control Automation System. (g) Remote Area Business Message Network (RABMN).
5. Kalamb (enroute station) . . .	(a) Installation of Very High Frequency Omni Range (VOR). (b) Installation of High Power Distance Measuring Equipment (HP DME).
6. Mandvi (enroute station) . . .	(a) Installation of Very High Frequency Omni Range (VOR). (b) Installation of High Power Distance Measuring Equipment (HP DME).
7. Shabaz (enroute station) . . .	(a) Installation of Doppler Very High Frequemcy Omni Range (DVOR). (b) Installation of High Power Distance Measuring Equipment.
8. Sinnar (enroute station) . . .	(a) Installation of Very High Frequency Omni Range (VOR). (b) Installation of High Power Distance Measuring Equipment (HP DME)
Gujarat	
1. Ahmedabad . .	(a) Installation of Airport Surveillance Radar (ASR). (b) Installation of Monopulse Secondary Surveillance Radar (MSSR). (c) Installation of Low Power Distance Measuring Equipment (LP DME). (d) Installation of Speach Switching System. (e) Construction of Fire Station. (f) Installation of X-Ray Baggage Inspection System.
2. Vadodara . .	(a) Installation of X-Ray Baggage Inspection System. (b) Construction of New Terminal Building. (c) Construction of operational wall. (d) Construction of New Technical Block and Control Tower. (e) Installation of Instrument Landing System. (f) Installation of Low Power Distance Measuring Equipment (LP DME). (g) Installation of High Power Distance Measuring Equipment (HP DME).

Statement—concld.

Station Name	Scheme/Facility
3. Bhuj . . .	(a) Construction of New Civil Air Terminal Complex. (b) Installation of Doppler Very High Frequency Omni Range (DVOR). (c) Installation of High Power Distance Measuring Equipment (HP DME).
4. Jamnagar . .	(a) Installation of Dopper Very High Frequency Omni Range (DVOR).
5. Porbandar . .	Construction of New Terminal Building Complex.
6. Rajkot . .	(a) Instrument Landing System (ILS). (b) Installation of Low Power Distance Measuring Equipment (LP DME). (c) Installation of High Power Distance Measuring Euqipment (HP DME). (d) Installation of Doppler Very High Frequency Omni Range (DVOR).

II. *International Airport Authority of India*

Bombay Airport

1. The work of International Terminal phase III has been started during May, 93 and is in progress. It is likely to be commissioned within Eighth Five Year Plan.
2. Construction of taxi track parallel to main runway between 14/32 runway and B.3 taxi track and construction of New Taxi link alongwith 'G' taxi track between 'B.3' taxi track Phase I.
3. Construction of bay no. 14, 18 and 19 including GSE and extension of parallel taxi track to join with Delta Taxi runway end 09.
4. Replacement of departure conveyor belt at Terminal II B.
5. Expansion of Cargo Complex Phase I.
6. Construction of Domestic Terminal Phase I completed during 1992.

Dislocation of flight schedules

2507. PROF. VIJAY KUMAR MALHOTRA :
SHRI S.S. AHLUWALIA :
SHRI CHIMANBHAI MEHTA :
MAULANA OBAIDULLAH KHAN AZMI :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state

(a) whether it is a fact that considerable dislocation in the flight schedule has been caused recently when pilots of Indian Airlines suddenly resorted to absenteeism from duty by taking sick leave enmasse;

(b) if so, the reasons for their resorting to agitation;

(c) the details of loss of traffic and revenue suffered by Indian Airlines due to the said dislocation of flight schedules;

(d) number of occasions the pilots of IAC have suspended work during the last three years; and

(e) the steps, if any, contemplated by Government to stop recurrence of such frequent agitation by IAC pilots and technicians in future ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) Yes, Sir. Two of the pilots who had submitted their resignations to Indian Airlines, wanted to join back